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THIS IS UNEVALUATED INFORMATION

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1. Q. Can you give the number and location of aviation mechanic schools in the Soviet Air Force.

50X1 A. There were many aviation schools for mechanics in the USSR; in addition to the Vasilkov School the only schools about which I had heard are the following.

The Volsk Military Aviation School (Volskaya Voennaya Aviatsionnaya Shkola) located in Volsk (5203N-4724E) [exact location unknown]. I heard from friends in the 748th Guards Bomber Regiment that this was the largest avaiation technical school in the USSR. It offered courses not only for airdraft mechanics but for radio, instrument, electrical, oxygen and armament mechanics and technicians. The length of the courses was approximately 18 months. The courses were basically for EM; however, extension courses were offered to honor graduates; upon completion, the men were given commissions as Junior Technical Lieutenants. I have no further information.

The First (Pervaya) and Second (Vtoraya) Moscow Aviation Schools For Mechanics (Moskovaya Aviatsionnaya Shkola Mekhanikov). Both these schools were located in Moscow [exact location unknown]. I heard from mechanics of my regiment who had attended these schools that the same courses offered at the Volsk School were given at both of the schools. I have no further information.

CLASSIFICATION SECRET/SECURITY INFORMATION

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The Shadrinsk Aviation School For Mechanics (Shadrinskaya Aviatsionnaya Shkola Mekhanikov). I heard from several new
50X1 men who joined my regiment [redacted] that a relatively new school for mechanics had been opened in Shadrinsk (5605N-6339E) in 1948 or 1949. The new arrivals told me that when they arrived at the school as part of the first class in January 1949, some of the buildings, especially the barracks, had not been completed; the men were required to live in barracks without windows. I believe that the organization and the subjects taught at the school were
50X1 similar to that of the Vasilkov School. [redacted] have no further information.

The Kotovsk School For Junior Specialists (Kotovskaya Shkola Mladshikh Avio-Spetsialistov). I heard that this school was located in Kotovsk (4745N-2933E) and offered primary courses in airplane mechanics to those not having seven grades of formal education. I qualify the statement by saying that all men desiring to become airplane mechanics must complete seven grades of formal school or a school of this type before becoming eligible to attend a school of the Vasilkov type.

I knew of only two technical schools for officers.

Kvatu (Kievskoe Voennoe Aviatsionnoe Tekhnicheskoe Uchilishche - The Kiev Military Aviation Technical Institute). The school was located in Kiev (5027N-3032E)
50X1 /exact location unknown/. [redacted]
50X1 [redacted] Prior to 1948,
50X1 this was a mechanics school for EM only; the school was to be converted into an officers' school; the first class was
50X1 to begin in January 1949. The sergeants [redacted] were part of the last class of EM to be graduated from the school.

Khvatu (Kharkovskoe Voennoe Aviatsionnoe Tekhnicheskoe Uchilishche (The Khavkov Military Aviation Technical Institute).

2. Q. With respect to gunnery, bombardier and navigator training, what is the duration of training, number of flights, type of equipment used and degree of proficiency?

A. The 748th Guards Bomber Regiment used, at the most, two days of the week as flying days; the remaining four days were spent in ground school. None of the gunners, bombardiers or navigators were assigned duties other than their primaries. The ground training lasted eight hours a day from Monday to Friday, and six hours on Saturday. The flying day consisted of usually not more than two hours in the air, depending on the type of exercise to be flown for that day; the remainder
50X1 of the flying day was free time for all crews who had completed their flights. [redacted] The training of the gunner was broken down into various groups. Most of the training was ground-to-ground firing practice on a 50 meter range, using SHKAS-7.62mm machine guns, firing on a sleeve target towed by a PO-2 type aircraft. Air-to-air practice was part of almost every practice mission, when a small amound of firing was done with SHKAS-7.62mm or UB-12.7mm machine guns at a sleeve target towed by a PE-2 aircraft.

My regiment never engaged in air-to-ground gunnery practice. I have no knowledge of the degrees of proficiency required. Ground classes were given in assembly and disassembly of weapons, care and cleaning of weapons, sighting and aerial gunnery. I have no further information on bombadier and navigator training.

3. Q. Are specifications for home made originated synthetic trainers developed in S A F Hq or are they made locally?

A. The majority of the "home made" synthetic trainers were developed and constructed locally. When and if a member of the regiment had an idea for a trainer which would improve those then in use, he consulted his superiors, drew up the plans, gained the approval of the regimental commanding officer and, with the help of several mechanics of his squadron, proceeded to construct them.

4. Q. How are aviation mechanics selected? What are the qualifications? Is an educational and/or medical examination given?

A. Only those who had completed seven grades of formal schooling were eligible to attend an aviation mechanics' school. Those who had not completed seven grades were required to attend an eight months course at a SHMAS (Shkola Mladshikh Avio-Spetsialistov - School for Junior Aviation Specialists). Upon entry into the service, a soldier's records were screened to determine his adaptability to mechanical training. If the soldier indicated his desire to attend a mechanics school and providing he met the above educational qualification, he was given:

(a) An educational examination on Russian, The Soviet Constitution, algebra, geometry, physics and geography. These tests were graded five thru one, five being the highest and one the lowest. An average grade of three was required to pass the examination.

(b) A physical fitness test in which the applicant was required to accomplish six pull-ups, a three-meter broad-jump, a 110 centimeter high-jump and a run of one kilometer.

(c) A complete physical examination.

As far as I know, any soldier who desired mechanics training and could pass the above tests and qualifications, was allowed to attend the school. I knew of no case where a man was sent to mechanics school when he did not want to go.

5. Q. Does any sort of non-commissioned officer career plan exist? What are the opportunities regarding commissioned status? What happens to aviation mechanics after demobilization? Do they undergo additional training in the reserve? Do they stay in an involuntary reserve status?

A. I do not know of any special career plan for NCOs. If a man wanted to remain in the AF for a period longer than his term required, he could submit a request for extension to his squadron commander, who in turn forwarded it to higher headquarters for approval. There were very few

approvals. It is my opinion that the military seemed to take the attitude that it was cheaper to draft recruits, train them and pay them 70 rubles a month than to pay a high ranking NCO considerably more money to do the same job. With regard to commissions, I believe that it was relatively easy to secure a commissioned grade. For instance, if a would-be mechanic had 10 grades of formal education and could pass the examinations as described above, he was sent to an aviation institute rather than to an aviation mechanics school. Upon the completion of an approximately 14 months course at this institute, he was commissioned as a Technical Lieutenant. Also, honor graduates of mechanics schools were offered additional six months courses at the same school upon the successful completion of which they were offered commissions as Junior Technical Lieutenants. I recall that

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a notice was placed on the bulletin boards of the 748th Guards Bomber Regiment wherein it was stated that any NCO mechanic wishing to be commissioned need only to make application and the commission as Junior Technical Lieutenant would be granted. Since officers were required to serve a lifetime in the service, only a very few NCOs ever applied for a commission regardless of the seemingly easy path towards commissioned status. Following demobilization, an aviation mechanic, as do all military men, reported to his District Military Committee. He was then released by his Committee to find a job on his own. Jobs with civilian airlines were very scarce, making it very difficult, if not impossible, to secure a job in line with the training the man received in the military. However, once a year the inactive mechanic was required to report to a local military airfield where he received a one month refresher course. Other than this refresher course, I knew of no other reserve training.

6. Q. Do you possess additional information on bomber tactics? Include escort tactics, formations, night, day and weather proficiency and normal bomber altitudes.

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A. I have no information.

7. Q. What are the details of air alerts? What is the normal time to get a fighter regiment air-borne?

A. Practice air alerts, in which the entire regiment participated, were given usually once a month to the 748th Guards Bomber Regiment. A typical alert as observed by me during the time when I was with the unit was as follows. The alert was sounded by an undulating blast on a siren or by repeated ringing of a gong. Following the signal, the crew had approximately forty five minutes to prepare their aircraft for flight (start and warm up the engines, load the bomb racks and guns). This preparation was done while the airdraft were parked on their respective ramps in the regimental area. The control of take-off was handled from a point at the end of the runway and done in the following manner: a series of three green flares were fired from the control point. First flare: all pilots started the engines of their planes. Second flare: the planes moved out, by squadrons, to the end of the runway

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and grouped in pairs, the first pair positioning themselves in take-off position. Third flare: when this flare was fired, the first pair of the 1st Flight of the 1st Squadron proceeded to take-off, echelon right. As the first pair neared the end of the runway, the second pair started their take-off run. The remaining planes followed in the same manner. The usual number of aircraft for the regiment to put aloft during a practice alert was 27. Barring any unforseen mishap, the entire regiment of 27 planes could be airborne in three minutes. When the aircraft were airborne, they proceeded to a predetermined rendezvous where they grouped in formation (always in threes, V formation). On return to the field, the aircraft passed over the runways flying in line (Peleng), echelon right or left, depending on the traffic pattern for the day, and landed one behind the other. I can offer no information concerning fighter regiments, their tactics or alert details.

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